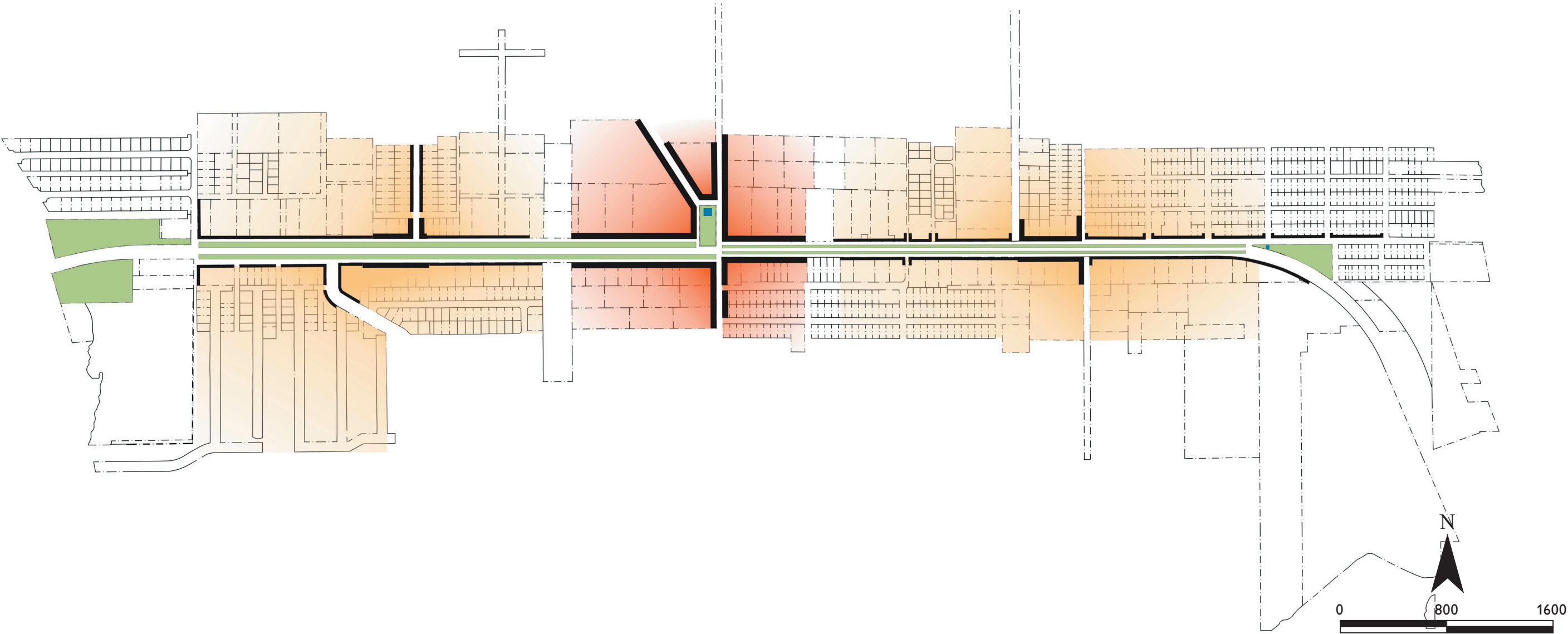


PLAN DIAGRAMS

Big Pine Key/US 1 Corridor Area Enhancement Plan

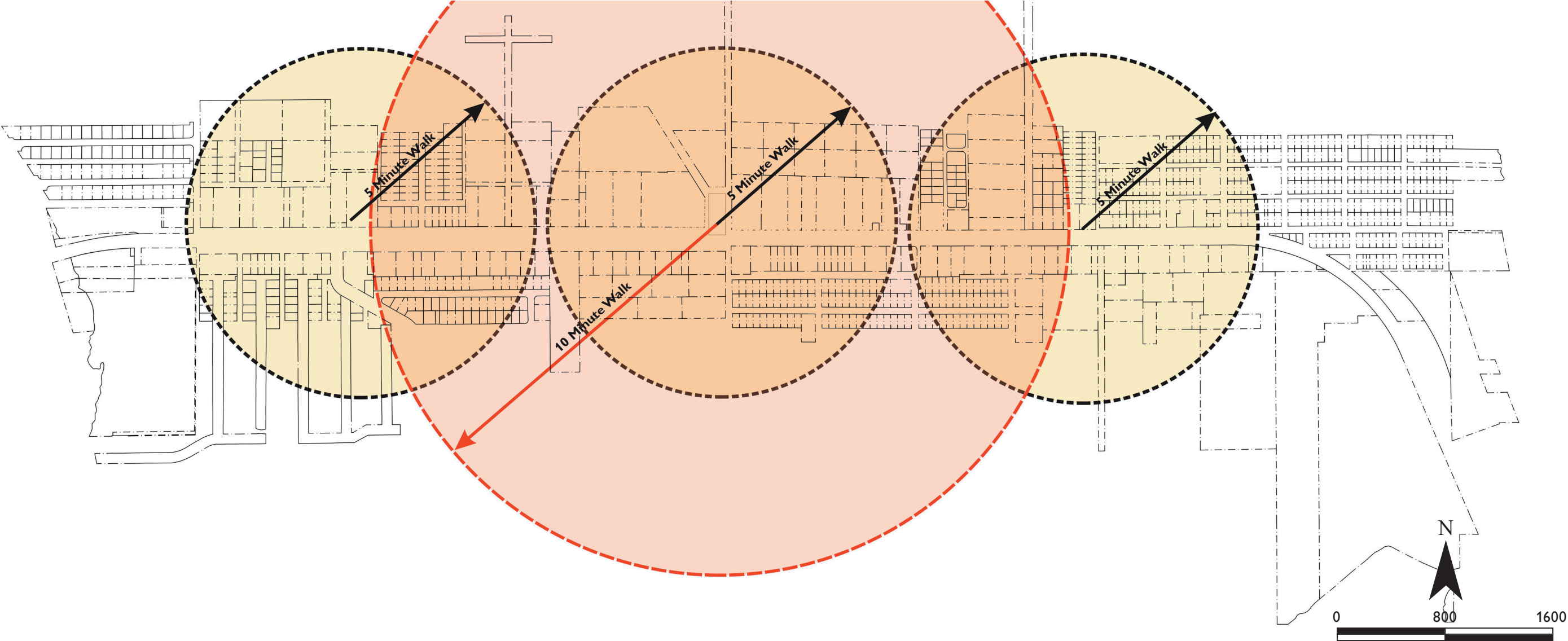


**Neighborhood Structure**

The Big Pine Key/US 1 Corridor Area Vision Plan includes an area of intense mixed-use (“Center”) and areas with an overall, homogenous development fabric (“General”). The center of the Vision Plan is where civic buildings are sited, as devices of orientation and community image. There is a necessity to place uses and building types appropriately within the Transect Zones; the neighborhood structure diagram is an illustration of the character of the neighborhood. This diagram also reflects the areas that should be given the most focus in terms of increased density, activity and variety.

The Big Pine Key/US 1 Corridor Area’s center is located at its physical center, the intersection of US 1, Key Deer Boulevard, Wilder Road and Chapman Street. The general zones extend from the center toward the eastern and western boundaries of the corridor.

Big Pine Key/US 1 Corridor Area Enhancement Plan



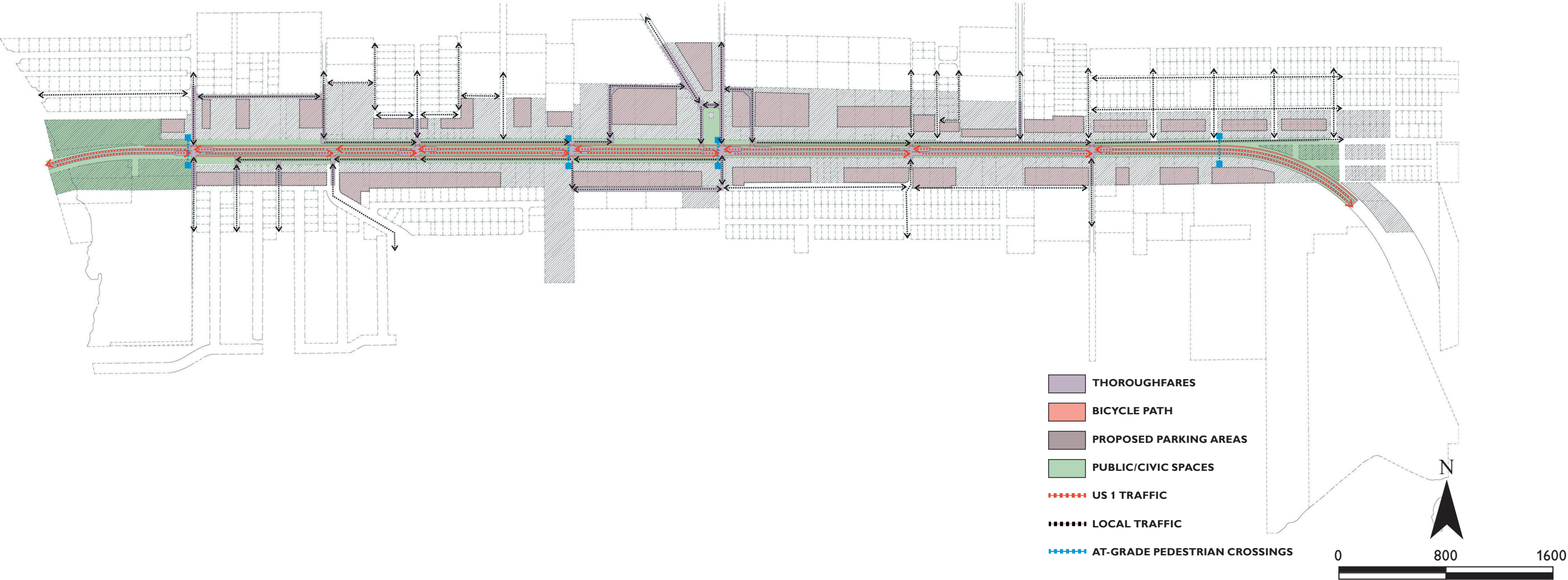
**Five Minute Walk/Pedestrian Shed**

The Vision Plan has been prepared in part on the basis of the Pedestrian Shed - an area covered by a circle that has a radius of 1350 feet or a quarter mile (the area covered by this pedestrian shed is often referred to as a "neighborhood"). This is the distance that can be covered by a five-minute walk at a moderate pace; it is regarded as the maximum distance a person will willingly walk before opting to drive. It should be noted that this five-minute walk must be enjoyable in order for people to choose walking over driving. In the best examples of traditional development, the pedestrian shed accommodates most of the needs of daily activities, reducing dependence on areas outside the neighborhood for most residents. The pedestrian shed can be expanded to a half-mile radius with the provision of alternative modes of circulation, such as cycling.

The diagram shows that the corridor can effectively be divided into three sheds or neighborhoods. The center of the main five- and ten-minute pedestrian sheds is located at the intersection of US 1 and Key Deer Boulevard. The proposed Village Center is located entirely within the pedestrian shed. The secondary pedestrian sheds are centered at the eastern and western General zones.



Big Pine Key/US 1 Corridor Area Enhancement Plan



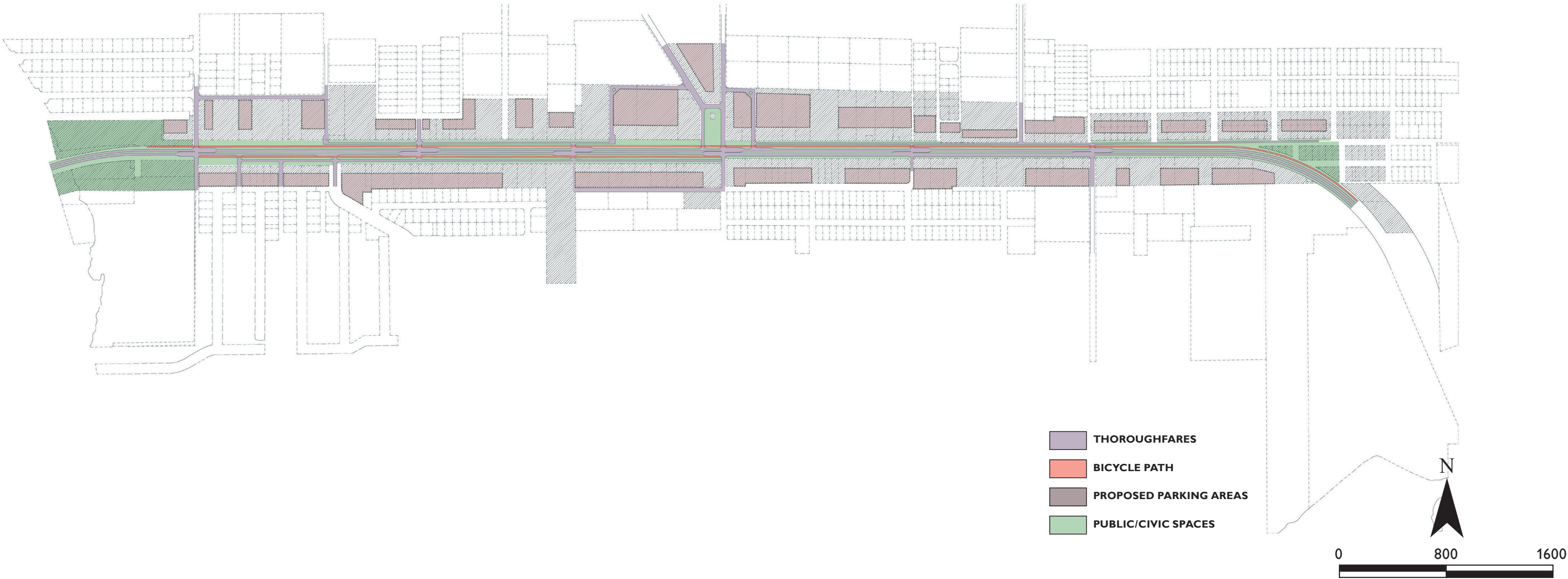
Circulation and Parking

At least four modes of circulation are distributed throughout the Big Pine Key/US 1 Corridor Area. These comprise through traffic on US 1, local vehicular movement, bicycle circulation and pedestrian movement. Interfaces between through traffic and the latter three modes present the greatest challenges to an efficient and safe circulation network. Local circulation is proposed to be segregated from through traffic via the introduction of reverse flow lanes running parallel to US 1; this is described at greater length in the Traffic and Transportation section of this document. Elevated bike and pedestrian trails are integrated with enhanced landscaping to serve as a buffer between US 1 and the local reverse flow road. The bicycle and pedestrian pathways themselves extend to the eastern and western edges of the corridor, terminating at the two gateway parks. North-south bicycle and pedestrian crossings are provided at the Village Center and at the West Park.

Curbside parking is provided along the reverse flow streets, fronting the commercial uses lining the corridor. In addition, parking is also proposed to be provided behind the establishments along US 1; in this manner, a more continuous commercial frontage may be brought as close to the street edge as possible.



Big Pine Key/US 1 Corridor Area Enhancement Plan



**Thoroughfare Network**

The thoroughfare network is hierarchical, ranging from the main US 1 roadway, to the local parallel access roads, to local distributor roads branching off from the corridor. The street hierarchy corresponds with elements and properties that characterize the nature of traffic moving on each thoroughfare type. These elements include, but are not limited to, right-of way, sidewalk width, parking provision, plantings, etc.. This system will insure, for instance, that a street intended to be lined with shops provides relatively slower-moving traffic away from the through traffic, wide sidewalks, trees that shade but do not block signage, parking, etc..

Each thoroughfare is designed to be used by the appropriate mode of transportation and with the understanding that thoroughfares are apart of the public realm. As such, the streets, even the main US 1 corridor, must be both functional and beautiful.

Big Pine Key/US 1 Corridor Area Enhancement Plan



Public and Civic Buildings and Spaces

Public and civic buildings and spaces are the areas/structures in the Vision Plan that can be accessed by the general community and can house a number of amenities or community facilities. Public spaces provided along the corridor comprise the Village Center plaza, the East Park and the West Park. These spaces are punctuated by civic buildings and structures that serve as landmarks and vista terminations along the corridor. The public and civic buildings and spaces play an integral role in the layout, character an image of the corridor.

The framework of public and civic spaces and spaces assists in the organization and scale of the corridor into identifiable segments, each with its own community image or character. The parks at either end of the Study Area anchors the corridor; integrates it with the larger context of the Big Pine Key open space network and opens the corridor to excellent vistas to the east and west. The public space and buildings at the center of the US 1 becomes the physical, functional, and visual center for the community.